



**bicycle**  
INDIANA



# 2021 RESOURCE GUIDE



MORE THAN 600 MILES OF

# biking bliss

ARE CLOSER THAN YOU THINK

Hamilton County restaurants, hotels, attractions and shops support  
the Hoosier Hospitality Promise Health and Safety Guidelines.



THE MONON TRAIL, CARMEL AND WESTFIELD  
JUST NORTH OF INDY



*Plan your two-wheeled getaway at [VisitHamiltonCounty.com](http://VisitHamiltonCounty.com)*





Photo Credit: Jim Holland

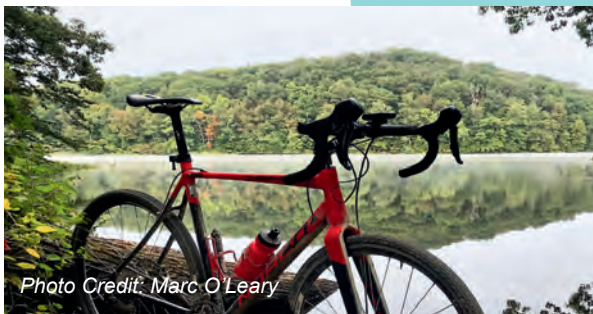


Photo Credit: Marc O'Leary

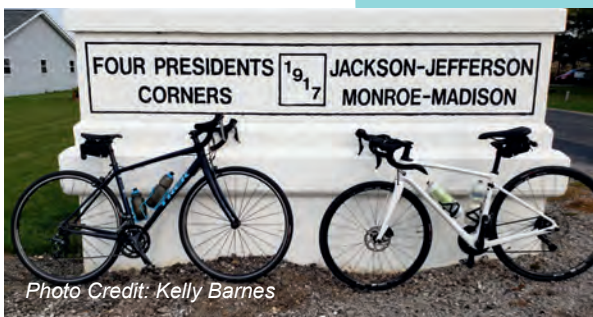


Photo Credit: Kelly Barnes



Photo Credit: Kayla Arnold



Photo Credit: Allan Henderson

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# **Bicycle Indiana makes bike riding safe and equitable for all Hoosiers by educating bicyclists, motorists, and policymakers, and advocating for laws, policies, and infrastructure.**

What a year for bikes!

While 2020 was not an ideal year, watching more and more people rediscover their love for bikes and getting back on the saddle was a refreshing bit of good news in an otherwise frustrating and difficult year. Bike shops were reaffirmed as essential businesses, and the industry had one of the strongest years in decades. We too have made it one of our most productive years: focusing on ourselves to rediscover our drive and recalibrate our goals.

Over the course of multiple meetings in the Spring we set out to craft a strategic plan to help guide us into the next five years. Developing that plan was our driving focus for the spring and summer, as we balanced learning how to do things in the world as it was changing.

We are confident that this plan is a solid foundation for us to work forward from. It maps out expectations and goals, and measurable ways to quantify our accomplishments to help guide future decisions. We know the goals we have set for ourselves are achievable, but only initial steps in the right direction. This will set us on the course to continue growing and better serving our Members, statewide.

Our Mission Statement, in the header above, was also reaffirmed during the Strategic Planning process. It's something that we will refer to often, checking ourselves to make sure we're holding our line.

The Board would like to thank former Executive Director Nancy Tibbet for her service to Bicycle Indiana over the last 13 years. She helped establish the Special Group Recognition license plate that has funded many programs over the last decade, and been a proud advocate for all bicyclists through her work. We wish her the best.

We move forward, confident that the processes in place across Indiana will allow everyone will be able to be out riding again, and the events and rides we all love can start happening this summer.

## **From the Board**

This publication contains information available at the time of printing and is subject to change or cancellation.

Please contact the event organizer for confirmation before the event.

For additions and corrections to the 2021 Bicycle Indiana Resource Guide, visit Bicycle Indiana's website: [www.bicycleindiana.org](http://www.bicycleindiana.org).

The Bicycle Indiana Resource Guide is compiled by volunteers and published by Bicycle Indiana.

# Bicycle Indiana ..... your statewide resource



Everything we do at Bicycle Indiana is centered around our belief that riding a bike should be safe for everyone. We're able to achieve this through education, influencing change, and promoting, building, and supporting partnerships in our community. We are Indiana's premiere bicycle advocacy organization.

We have three pillars that drive our work and mission, Promote, Educate and Advocate. Below are the programs that Bicycle Indiana offer as we strive to make Indiana a better place to ride and live.

## BikeSmart literature

Bicycle Indiana offers a variety of educational booklets and pamphlets with content for both children and adults free of charge. Visit our website and click the bikesmart link under the Get Resources Section

## Bicycle Friendly Communities

Bicycle Indiana believes that a better place to bike is a better place to live! We support the League of American Bicyclists Bicycle Friendly America program and offer seminars, consulting and educational programs to communities, businesses, and universities to teach about how to become Bicycle Friendly Communities, Universities, Business and Drivers.

## Legislative

The staff and board of Bicycle Indiana works to improve Indiana's laws and infrastructure at all levels of government, from local to federal. If you have a need in your community, please give us a call.

## Bicycle Education

Bicycle Indiana works with League (League of American Bicyclists) Certified Instructors (LCI's) to offer programs and classes that teach bicycle skills and build confidence to ride for both children and adults

## Pedal & Park

Bicycle Indiana has a large supply of equipment for event based valet bicycle parking. This is a great opportunity to promote bicycling as a form of transportation. You can learn more and inquire for your event at [www.pedalandpark.org](http://www.pedalandpark.org)



# Our Commitment To Equity

As Bicycle Indiana began discussing our goals and objectives for the next few years, it became apparent that we want all bicycle riders in Indiana to be able to experience the freedom of a bicycle without fear. It is critical all bicycle riders and future riders are included and represented in our advocacy efforts. To accomplish this, we are committed to educating staff and board about equity and inclusion and how that will impact everything we do as an organization moving forward. We will listen, learn, and elevate the voices of underrepresented populations. We will develop an understanding of what it means to be safe while bicycling to ensure our work results in every person being able to ride a bicycle freely and safely without fear. With this knowledge, we will advocate for policies that benefit all people who ride bicycles and do not create barriers. Redefining our understanding and view of equity and safety will inform and advance our work in bicycle education, advocacy, engagement, and partnerships as well as our internal culture and procedures.



## Historically Safe\* on legislation

Bicycle Indiana has been the voice for safe bicycling and relied primarily on legislative action to protect bicyclists. We recognize, however, that calls for increased legislation and enforcement means that Black, Indigenous and People of Color (BIPOC) are faced with the fear of racism, harassment or even the loss of life.

## Recognizing what Safe\* should mean

Bicycle Indiana believes that bicycling is powerful. It represents health, environmentalism, camaraderie, fun, community, transportation, and freedom. Bicycle Indiana is committed to ensuring that this sense of freedom in bicycling includes being free from fear, harassment, threats of violence and over policing for every Hoosier who rides a bicycle. When we say “safe” we mean safe for bicycle riders of all ages and genders including BIPOC, LGBTQIA+, persons with disabilities. We must ensure all people can move through our spaces, streets and trails safely and freely.

## Going forward Safe\* means

When Bicycle Indiana(BI) talks about safety, we are talking about more than traffic safety. BI is committed to authentic and transparent discussions that make bicycling safer, in all of its forms, for all Hoosiers. This means a renewed focus on reprioritizing resources so that spaces are better designed for bicycle riders, in addition to having policies in place that make these spaces safer emotionally, physically and spiritually.

# Our Strategic Goals

- 1 Educational Leadership
- 2 Fiscal Responsibility
- 3 Annual Legislative Plan
- 4 Membership and Engagement
- 5 Partnerships
- 6 Organizational Capacity and Development

Continually striving  
for equity and  
raising the bar for  
statewide impact.



PC: Marc O'Leary



PC: Oludolapo Jimi-Bada



# 1

## Education Leadership



### TO ACCOMPLISH THIS GOAL, WE WILL:

- Curate BikeSmart literature including adding additional languages.
- Acquire additional funds for League of American Bicyclists' Smart Cycling programs.
- Add safe passing law to driver education classes and publications.
- Partner with schools for safe bicycling and routes.
- Design and maintain Bicycle Friendly<sup>SM</sup> designation.
- Add educational articles in Bicycle Indiana Resource Guide (BIRG).
- Education in Bicycle Indiana (BI) social media outlets.
- Lead with educational programming, videos and workshops.
- Create an annual report with information about crashes.

### MEASURING OUR SUCCESS

- Material distribution statistics.
- Number of workshops and enrollments.
- Number of fleets and drivers reached.
- Program completion.
- Post learning surveys.
- Social media engagement.
- BIRG distribution and download numbers.
- Map safety outcome to education efforts.
- Increases in BI membership.



# Fiscal Responsibility

# 2

## TO ACCOMPLISH THIS GOAL, WE WILL:

- Secure Annual Bicycle Indiana Resource Guide Support.
- Implement and review financial policies and procedures annually.
- Evaluate Pedal and Park.
- Investigate membership strategy.
- Ensure annual sustainability through year-end/spring giving campaigns.
- Create annual fund development plan.
- Pursue big, courageous ideas for funding new programs and services
- Investigate fee-based programming.
- Review license program.
- Expand grant income.
- Develop new campaigns and signature events.



## MEASURING OUR SUCCESS

- Capacity met through staffing and resource plan.
- Clear board fund raising expectations and results.
- Six (6) months of reserves growing to three (3) years.
- Clear and accessible financial tracking via monthly and quarterly reports.



# 3 Annual Legislative Plan

TO ACCOMPLISH THIS GOAL, WE WILL:



- Inventory allies and champions and recognize those partnerships annually at Statehouse Day event.
- Public health crisis contingency plans.
- Create a strategy for continuing to work with legislators and staff "out of session".
- Determine annual priorities for new and amended legislation.
- Operate a year-round legislative committee that is recognized as a trusted resource for positions, tools, and data, regarding all things bicycling.
- Understand legislators' position on bicycling legislation through an analysis of prior voting.
- Educate candidates and legislators on policies that support Bicycle Indiana's (BI) mission and vision.

## MEASURING OUR SUCCESS

- Number of bills introduced and passed.
- Caucus steering committee growth and engagement.
- Supporters in the community (number of constituents to contact legislators).
- Bi-partisan interest among legislators in Bicycle Indiana.
- Earn media attention for BI events and sponsored legislation.
- Number of attendees and partnership participation at Statehouse Day event.



# Membership and Engagement

# 4



## TO ACCOMPLISH THIS GOAL, WE WILL:

- Reimagine the Bicycle Indiana Resource Guide (BIRG).
- Build communication effort and partnership.
- Create statewide bike shop partnerships.
- Digitize the BIRG.
- Robust communication and social media plan.
- Annual membership drives and varying membership levels.
- Statewide bike shop and business events.
- Rebrand Bicycle Indiana.



## MEASURING OUR SUCCESS

- Social media engagement.
- BIRG feedback from convention and visitor's bureau.
- BIRG is cost-neutral or positive.
- Membership increases.



# 5

## Partnerships

### TO ACCOMPLISH THIS GOAL, WE WILL:

- Inventory existing partnership, standing meetings and similar organizations statewide.
- Foster coalitions and collaborate on projects and legislative actions.
- Identify what is missing, establish, convene, and lead statewide action team.
- Attend annual Metropolitan Planning Organization (MPO) conference.
- Host or co-host with partners, a biannual statewide summit.
- Nurture coalitions and maximize partnerships through in-person participation by staff and board members.



PC: Chris Kellar

### MEASURING OUR SUCCESS

- Co-sponsored legislation
- Bicycle Indiana Hosted Event attendance numbers
- Local event sponsorship
- Project and job share opportunities and funding
- Invitations to present, presentations given (BI participation at an event)

# 6

# Organizational Capacity and Development

## TO ACCOMPLISH THIS GOAL, WE WILL:

- Establish new personnel & operations committee, review executive committee structure & function
- Set new staggered dates for general board elections & the election of board officers
- Devise a new reporting feature that includes a detailed accounting of staff's time & resources
- Update Bicycle Indiana's governing documents.
- Restructure board make up, including evaluating emeritus positions, term limits, expanding board appointments.
- Establish annual board development/training, with an emphasis on BI's strategic goals and legislative focuses.
- Establish an organizational calendar for the year.
- Assist staff and board prep of an annual report for publication in the Bicycle Indiana Resource Guide
- Work with the finance/education committees to diversify BI's funding.
- Implement a Continuity of Business Plan that documents daily procedures, passwords, contacts, etc.
- Partner with other committees to expand programming and staff through increased partnerships and budget growth

## MEASURING OUR SUCCESS

- Committees meeting regularly and achieving the goals and tasks assigned to them.
- Standardized processes for monthly meetings, performance expectations and evaluations, reports.
- Updated ED position description and evaluation completed before end of fiscal year.
- Updated and revised bylaws supporting strategic goals.
- Equitable representation on Board of Directors.
- BI expanding its reach/programming throughout the state.





## DAN MOON

Long Beach, IN

**What do you love most about riding?** Escape to the fantastic two lane NW Indiana rural roads for training and recreation. My wife and I have recently learned cooperative piloting of our Schwinn Duosport tandem. We have lately enjoyed stops for Beer, beverages, and bistros along the way.

**Best Bicycle Story?** My spur of the moment decision at 13, to ride my bike 100 miles to Dayton Ohio, and back to Cincinnati. It was mid summer and I was bored...

**How long have you been riding?** Since 7 or 8 years old. One push of my non-trained 20 inch and I was gone for good

# Why We Ride



## ABIGAIL SNYDER

Fort Wayne, IN

**What do you love most about riding?** I love the ability to get out and explore beautiful places. Whether on the trail or rolling through town, a bicycle makes the experience so much more personal than being in a car.

**How long have you been riding?** I've been riding since I can remember. I started riding with my family to go get ice cream on hot summer days, then graduated to riding a century on my first "big bike," a vintage Scheinen when I was in middle school. Now, my parents are realizing they started a habit than can't be stopped—I ride all the bikes all the time and can't imagine life without a bicycle!

**What is your favorite story from riding?** In 2017, I moved home from four years in Tanzania to join my parents on a cross-country trip by bicycle that started in San Diego, CA and finished in Jacksonville, FL. While preparing for the trip, I had to have a surgery that prevented me from riding at all—at least on a "normal" bicycle. But I didn't want to go 8-12 weeks without riding less than a month before the start of our trip, so I borrowed a recumbent from a local shop and attempted a Zwift Gran Fondo. It was the hardest thing I have ever done—riding across the US was easier than that one day on Zwift!

I think the moral of the story is... #ridebikesbehappy. Because some days might be hard and might make it seem like you want to throw in the towel, but the next day, you might just hit the mountaintop and be standing at the top of Bald Knob in Virginia overlooking the Blue Ridge Mountains... because you rode your bike there!

We enjoy hearing from our members about their bicycling experience. Our Why I Ride series is ongoing, featuring brief interviews and photos from members sharing their riding experiences and what they love about riding in Indiana. If you'd like to be involved, find the link to the online form on our website, and check our social media for callouts!

## GEOFF BAKER

Carmel, IN

### WHAT DO YOU LOVE MOST ABOUT RIDING?

There are so many great things about biking that it's hard to identify the thing I love most. It's great exercise, it gets you outside, and it's something you can do solo to escape or in a group for community. I suppose what I like the most is the zen-like feeling of riding - everything else I'm thinking or worried about melts away and all I see is the trail.

### HOW LONG HAVE YOU BEEN RIDING?

Seeing the Indiana-set movie "Breaking Away" in grade school was really the beginning. My primary passion is mountain biking, which I started doing in 1996 when I moved to a city with mountains and a growing trail system. I recently moved to Indiana, but I'm finding that the flatter trails here are not any less challenging - just different.

### WHAT WOULD YOU SAY TO A FRIEND TO GET THEM TO RIDE A BICYCLE?

It's one of the best ways to get exercise in the outdoors and is an activity you can do at just about any age. Fun+exercise is a combo you can't beat.



## MOLLIE

Indianapolis, IN

### WHAT'S THE BEST PART OF RIDING FOR YOU?

The feeling of being free -- from traffic, from enclosed spaces, and from my thoughts.

### HOW LONG HAVE YOU BEEN RIDING?

I've been riding for 8 years and for many reasons: health, the environment, saving money, looking cool. It works!

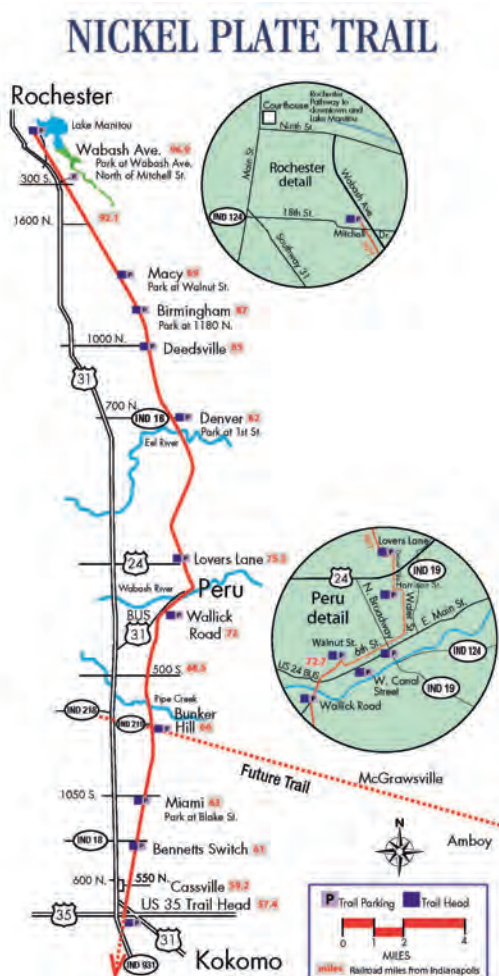
### WHAT'S YOUR NUMBER 1 STORY FROM RIDING?

While riding home, under the freeway, I heard someone shout, "I love your tattoos!" Thanks man!



# A PATH THROUGH INDIANA'S NATURAL BEAUTY.

THE HOOSIER STATE'S  
RURAL HISTORY AND  
CHARACTER IS ON FULL  
DISPLAY ON THIS RAIL TRAIL



Pedaling the Nickel Plate Trail (not to be confused with another Nickel Plate Trail currently under construction in Marion and Hamilton counties) takes riders through a tour of Indiana's history and heritage. In the summer, when the corn grows tall and the beech and walnut trees in full bloom, the trail shows why rural Hoosiers fell in love with their state.

Built on a former rail line that carried goods and passengers from Indianapolis to Chicago for nearly a century, the Nickel Plate stretches 37 gentle miles from Kokomo to Rochester, passing through farmlands and woods, crossing over the Wabash River and the remnants of an old canal, and even passing by dozens of decommissioned fighter jets and military planes at the Grissom Air Reserve Base just south of Peru.

With the exception of several restaurants and a bike shop in Peru, there's very little in the way of services along the trail. The trail ends in Rochester with almost no fanfare, just a small sign and picturesque gazebo. Luckily there's a smattering of restaurants within less than a half-mile. The Dam Landing's outdoor patio, located on nearby Lake Manitou, is a perfect spot for mid-ride refreshments during the pandemic.

Zac See, owner of Breakaway Bike and Fitness Shop in Peru, also loves the Nickel Plate, and not just because it has brought thousands of new customers into his shop.

"It passes through so much beautiful rural scenery (that Indiana has to offer)," See told the Rails to Trails Conservancy's blog. "The Monon Trail in Indianapolis has a lot of cool action happening around it, great places to stop to grab a coffee or for social interaction, but the Nickel Plate allows you to detach from everyday life, to really escape from it all on a bicycle."

Communities along the trail have whole-heartedly embraced it – and the thousands of out-of-town visitors it brings. Local leaders estimate that up to 250,000 people use the trail annually. It took a while for locals to become accustomed to the trail riders, but community leaders say those initial skeptics have become some of its biggest champions and users.

There are plans to expand the Nickel Plate north, but for the moment, local advocates are focused on expanding outward, eventually connecting to the Cardinal Greenway to create a connected trail network of more than 140 miles from Richmond to Rochester.



Q&A: BOB AND  
SHERI MANN  
Owners, Summit City  
Bicycles and Fitness



**What got you involved in bicycles?**

Sheri and I have always loved biking from mountain biking, road tours, urban riding and the greenways with our children. When the previous owner of Summit City Bicycles said he was ready to move on, Sheri and I felt that we could make a difference by providing an exceptional customer experience with great products. Twenty seven years later, we still take that same approach by partnering with great brands and having great employees to serve our community.

**What do people not realize about biking in Northern Indiana?**

Great country road riding, amazing gravel roads, an ever-expanding network of paved greenway and urban trails, one of the best BMX tracks in the region and some amazing singletrack woods riding.

**What is your favorite place to ride locally and why?**

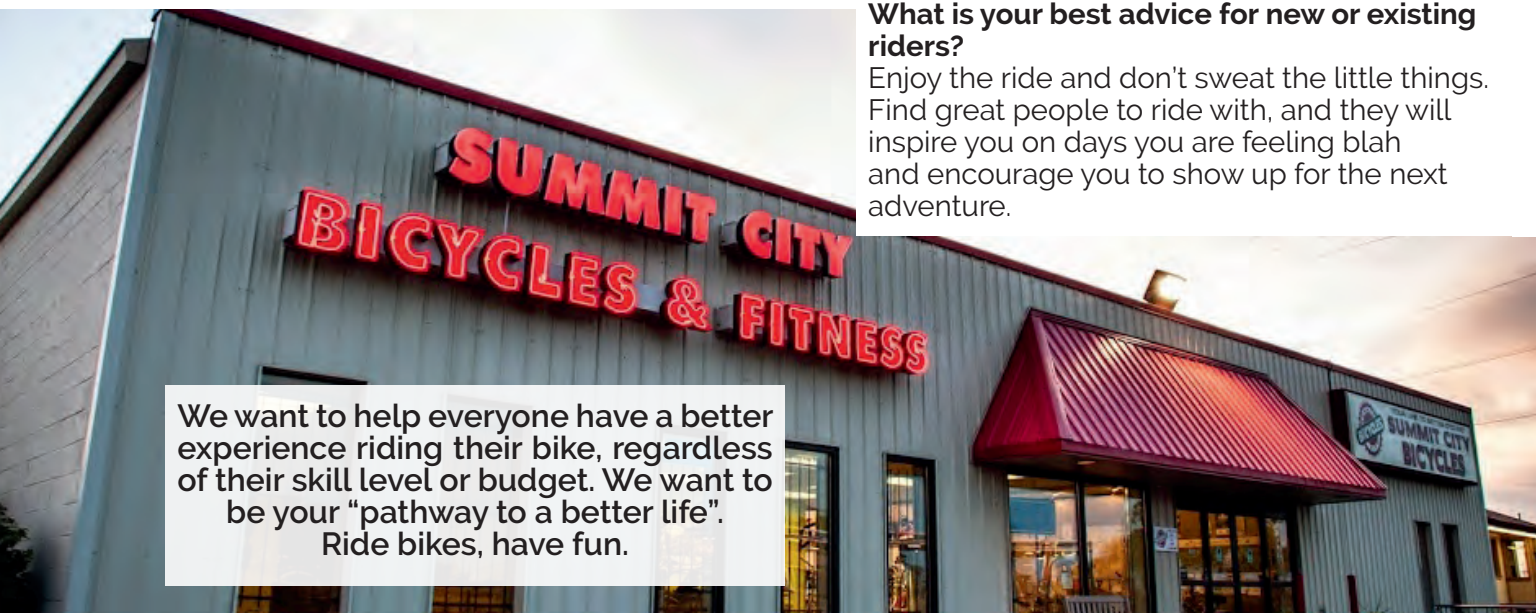
I really can't decide between the singletrack trails at Franke Park or riding urban on the greenways with the family.

**What are you doing to help grow the local cycling community?**

We support local organizations that get butts on bikes, such as Fort Wayne BMX, Three Rivers Velo Sport, Fort Wayne Trails and Franke Park mountain bike trails as well as the "Share the Road" campaigns.

**What is your best advice for new or existing riders?**

Enjoy the ride and don't sweat the little things. Find great people to ride with, and they will inspire you on days you are feeling blah and encourage you to show up for the next adventure.



We want to help everyone have a better experience riding their bike, regardless of their skill level or budget. We want to be your "pathway to a better life".  
Ride bikes, have fun.





## MEMBERSHIP BENEFITS

Be a part of cycling's voice in Indiana. Why Bicycle Indiana? Our members receive the following benefits:

- Unified statewide voice to improve bicycle conditions
- Discounts on BI events and merchandise
- Discounts at participating retailers, merchants, and organizations
- Representation on bicycle-related legislative issues
- Annual subscription to Bicycle Indiana Resource Guide
- Tax deductible to the full extent of the law

## ANNUAL MEMBERSHIP DUES

### Individual/Household Dues

- Member/Household ..... \$25
- Youth/limited income..... \$10
- Advocate ..... \$100
- Patron ..... \$250
- Sponsor ..... \$500
- Life ..... \$1,000

### Organization, Club, Dealer or Corporation Membership Dues

- Basic Organization ..... \$100
- Bronze Organization ..... \$250
- Silver Organization ..... \$500
- Gold Organization..... \$1,000

*Thanks for supporting bicycling in Indiana with your membership!*

## ERIE TRAIL TRAVELERS

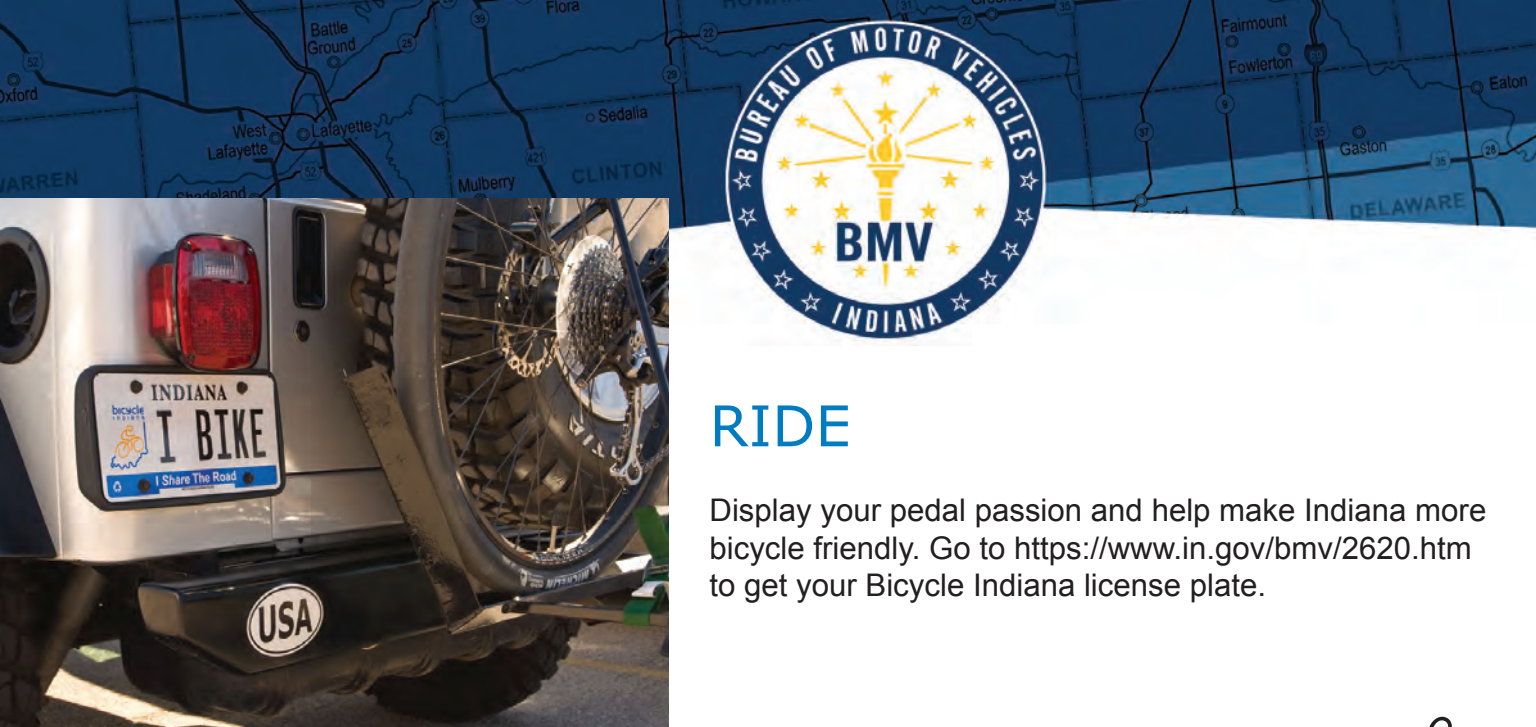


### ART IN THE PARK

A group in Northwestern Indiana worked to add a little bit more artwork to their local rail trail. The Erie Trail Travelers, who are in North Judson, IN, wanted to do something for their community last year. They came up with the idea for a massive sculpture along the side of their local trail. Built from scratch with only an old Free Spirit 10-speed as a guide, Jim Whitcraft built this as their Big Bike Project.

"We wanted to do something for our community, and this is what we came up with," says Kenneth Bailey. "The gentleman who made this for us had never done anything like this and made it from scratch based off a picture and an old bike he had in his garage."

A big thanks to Kenny and the Erie Trail Travelers for sharing. If there's something your club or organization are doing, we'd love to hear about it so we can show everyone what people who ride bikes are doing all across the state.



## RIDE

Display your pedal passion and help make Indiana more bicycle friendly. Go to <https://www.in.gov/bmv/2620.htm> to get your Bicycle Indiana license plate.



BI Membership Benefits & Rates: Bicycle Indiana offers student, household, and corporate memberships. Support bicycling in Indiana with a membership, or your ***I Share the Road*** license plate entitles you to a household membership. Contact Bicycle Indiana for details on Corporate Membership Benefits

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

County \_\_\_\_\_ Telephone \_\_\_\_\_

Employer/Occupation \_\_\_\_\_

Email \_\_\_\_\_

### Payment

Credit Card: Visa    Master Card    Discover

Card Number \_\_\_\_\_

Exp. Date \_\_\_\_\_

3-Digit CVV Number \_\_\_\_\_

Signature \_\_\_\_\_

Online: [www.bicycleindiana.org](http://www.bicycleindiana.org)

Check payable and mail to:

### Bicycle Indiana

242 E Market Street, Suite 102  
Indianapolis, IN 46204



# INDIANAPOLIS' MULTIPLE TRAILS

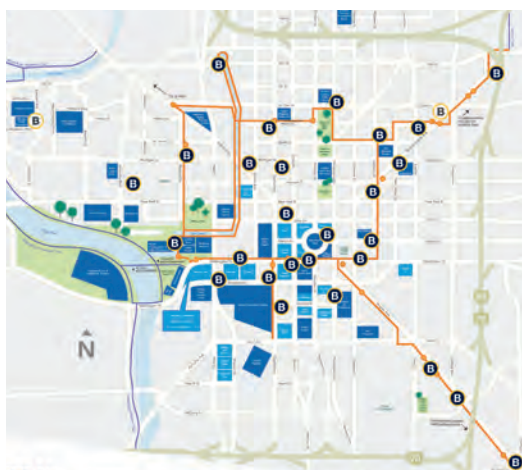
## CONNECTIVITY IS KEY IN THE CIRCLE CITY AS MULTIPLE TRAILS WORK TOGETHER TO LINK ALL PARTS OF TOWN

Although Indianapolis may be best known for auto racing, the city has gotten some well-deserved attention for bikes, too. Named “the nation’s most underrated biking city” by travel magazine *Afar*, Indianapolis has also been heralded by the *New York Times*, *Travel + Leisure*, and other national media.

Loved by visitors and locals alike, the city’s trail network is the envy of many other Midwestern cities. It all started with the Monon Trail.

“Anytime you create cycling infrastructure, it feeds upon itself,” local advocate Tom McCain told *Bicycle Times*. “Trails lead to more cyclists which leads to the need for more bike lanes which again leads to more cyclists. ... The Monon has become more than just a piece of transportation infrastructure; it’s become a way of life for a lot of residents. It was an important first step that laid the groundwork for expansion.”

From the initial 10 miles of original trail, the Monon expanded past Indianapolis’ city limits and into its neighbor to the north, Hamilton County, becoming an integral spoke in the area’s bike-commuting network.



It’s estimated more than a million users enjoy the trail either as a more pleasant way to get to work or as a safe way to exercise with their family. Now more than 22 miles long, the Monon is the undisputed spine of the city’s trail network, with several other greenways branching off and heading into neighborhoods and business districts throughout much of the city. On any given day, you can find commuters riding to work or friends doing an impromptu tour of the dozen or more microbreweries located just off the trail.

“There’s a cultural change going on in Indianapolis,” said former mayor Greg Ballard, who was responsible for the massive infrastructure expansion during his two terms leading the city. “As we see more physical changes (to the city and its residents), we’re going to continue seeing people really respond to what we’re

doing. By offering lots of activities and options, people are going to change the way they move around town.”

At its southern terminus, the Monon gives way to the Indianapolis Cultural Trail, which has achieved its own notoriety. The 8-mile walking and biking trail connects many of Indianapolis’ hippest and art-filled neighborhoods, including Fountain Square and Massachusetts Avenue. It’s proven to be so successful, it’s undergoing its own two-part expansion that will allow visitors to pedal safely to Lucas Oil Stadium, the Slippery Noodle Inn, the Madam Walker Legacy Center, and the 16 Tech Innovation district. Construction will be completed next year.

Although the trail network has been hugely successful, there’s still more work that needs done, particularly connecting underserved communities on the city’s south and west sides. Local philanthropist Brian Payne wants to continue Ballard’s connectivity plan, hoping to raise \$200 million to add trails and sidewalks to those areas, making it even easier to bike to work and play.

So why is this so important? For decades, Indianapolis’ infrastructure was built only with motor vehicles in mind. Many of the city’s poorest neighborhoods lack sidewalks, let alone specialized bike infrastructure, making foot or bicycle travel much more difficult and less safe. There’s also an economic argument to be made as well.

Trails lead to greater property values and investment: In the years following the Monon’s construction, development around it dramatically increased, with many of the new businesses erected within eyeshot of the trail. Homes within a half-mile of the Monon Trail command a sales premium of more than \$13,000; extrapolated to the nearly 9,000 homes along the trail, the Monon adds \$115.7 million in additional property value. The Partnership for Sustainable Communities estimated the Cultural Trail would be directly or indirectly responsible for the creation of 11,000 or more jobs, more than \$860 million in economic benefits and up to \$45 million in increased property values.

Rails to Trails Midwest Regional Director Rhonda Romano calls the Monon “the model for how rail trails can positively impact a community” when she visits other municipalities.

“When people use the trail,” Romano told *Rails to Trails Magazine*, “they tend to spend money on those businesses surrounding it.”

# Q&A: Connie Szabo Schmucker Advocay Director Bicycle Garage Indy



## What got you involved in bicycles?

I started bicycling as a child after seeing my parents and older sisters ride. We were a one-car family with seven children, so if you wanted to go somewhere on your own it was generally either by foot or by bicycle. When I grew up, nearly everyone in my neighborhood biked or walked to school.



## What do people not realize about biking in Central Indiana?

There are many areas to explore in Central Indiana - Bicycle Garage Indy has highlighted many of them on Ride Spot ([www.RideSpot.org](http://www.RideSpot.org)) so people can explore areas near where they live. Even if there aren't greenways nearby, there are generally low traffic neighborhoods or other beautiful places to explore.

## What's your favorite place to ride locally?

I live in Northeast Indy and the connectivity of Fall Creek Trail between Fort Harrison State Park and downtown is wonderful. It follows Fall Creek, has few road crossings and feels like you're in a park instead of in the middle of a big city. I've seen great blue herons and bald eagles regularly along the trail and out at the state park. I rode my bike more than 5000 miles this past year never venturing more than 10

miles from home and I didn't get bored.

## What are the biggest problems facing your local cycling community?

First, encouraging and welcoming both new and returning bicyclists—especially women, youth and people of diverse ethnic backgrounds—to continue to grow the bicycling community. Second, educating motorists on how to drive safely around bicyclists so that everyone feels comfortable riding their bikes.

## What is BGI doing to help grow the local cycling community?

This is such a large topic and the bulk of what I do as Advocay Director for Bicycle Garage Indy,

working on programs and projects to get more people on bikes. We have many curated routes on Ride Spot to help people find places to ride their bicycles. I serve on Indianapolis Mayor's Bicycle Advisory Council (IMBAC) and IMBAC's Equity Committee. We're hosting online events in 2021 until we can safely host in-person events and rides: Cycling Chats on Monday mornings, Spotlight on Bicycling Tuesdays evenings, and will look for other online opportunities to inform and keep people engaged in bicycling. ([www.bgindy.com/for/calendar](http://www.bgindy.com/for/calendar))

## What's your best advice for new or existing riders?

Don't be afraid to ask questions. Every expert was a beginner at one point. Look for opportunities to connect with others and expand your knowledge and experiences.

**Bicycle Garage Indy's experienced staff are passionate about helping people enjoy their bicycling experience and look for ways to connect thier customers with opportunities to pursue their passion for bicycling. Through their support of local, state and national bicycle advocacy, they help increase the number of bicyclists.**





# FUNDING RIDES SUPPORT BICYCLE INDIANA

Bicycle Indiana would like to extend our thanks to these events around the state that have signed up to be Funding Rides. This designation means they will donate \$1 per ride to help support our mission. If you are interested in being a funding ride, please reach out to us so we can help spread the word about your event. Organizers should email their ride information to [info@bicycleindiana.org](mailto:info@bicycleindiana.org).



## TREK THE TRAILS KICK-OFF

APRIL 27, 2021

Kick-off the riding season with a family-friendly ride and program! Trek The Trails is a weekly ride that takes place throughout the summer, starting at 6 pm every Tuesday. The Kick-Off ride on April 27 starts off this year's rides. There is a \$1 suggested donation to Bicycle Indiana, but rides are free for all attendees.

The ride meets at 6 pm at Towpath Trailhead, with a special program afterwards at Eagle Marsh Barn, next door. Sponsor Summit City Bicycles and Fitness provides staff who can help out with a minor repair, and you can enter to win a new bike from them!

More information available at: <https://fwtrails.org/events/trek-the-trails/>



## 15TH ANNUAL SUNDANCE MIDWEST WOMEN'S MOUNTAIN BIKE CLINIC

JUNE 11-13, 2021

Voted one of the "Top 10 Women's Mountain Bike Skills Camps to Attend" by Singletracks, the Sundance Mountain Bike Clinic brings together women, men and youth of all levels of riding to learn, encourage & share successes while advancing mountain bike skills. Coaches are skilled, experienced, enthusiastic and fun! Whether learning wheel lifts, braking, cornering, wheelies, jumps, or bunny hops & drops, you'll gain confidence, step out of your comfort zone & have a blast!

More information available at: <https://www.bikereg.com/49553>



## FLAT 50 PLUS BICYCLE TOUR

JUNE 27, 2021

This scenic ride takes you through Amish country and along the banks of the Wabash River, visiting small Indiana towns like Berne, Monroe, and Geneva, as well as crossing into Willshire, Ohio. For riders doing 50 miles or more, the highlight is lunch in Geneva at the Limerlost Indiana State Museum Historic Site. Enjoy sandwiches and live bluegrass music while sitting outside the historical home of American author, Gene Stratton Porter.

Proceeds from the ride go to support the Adams County Heart Club, Optimist's youth programs, and Lion's Club. The ride is put on by the Adams County Bicycle Club. Keep an eye out for early-bird registration specials.

More information available at: [www.flat50plus.com](http://www.flat50plus.com)



## 2021 SUNSTROKE 74

JULY 4, 2021

One of the BreakAway Bike Club's favorite annual rides, this 74-mile ride passes through the beautiful countryside of North Central Indiana and past the scenic Mississinewa Reservoir. Two SAG stops along the way allow you to refuel and refresh. This is traditionally a very hot ride, so plan on drinking plenty of water!

A flat to gently rolling course that will take you past or through several North Central Indiana landmarks. Ride out of Kokomo, over gentle rollers, enjoying some lightly traveled roads and wooded creek views between stretches of relaxing farmland. Visit and see some of the small towns of Howard County, Indiana. Riders will receive a finisher medallion and other swag.

More information available at: <https://breakaway.club/events/sunstroke-74>



## THREE RIVERS FESTIVAL TOUR

JULY 9-11, 2021

The Three Rivers Festival Tour is 50 years young in 2021, and Three Rivers Velo Sport will celebrate this special occasion with 3 days of riding! We have scheduled a 10-15 mile slow roll "city tour" on Friday evening along city streets, city trails, and cityscapes. Saturday features a 20- or 40-mile gravel ride in Whitley County, and Sunday will be the grand finale, our traditional Festival Tour road ride with routes ranging from 20 miles up to a full century, with full service SAG stops stocked with delicious snacks and tasty treats.

A full weekend adventure will find you on some of the best city trails, quiet country roads, languishing landscapes, challenging hills and freshwater lakes. Gravel or paved, what tops any of that on a warm summer ride?

More information available at: <https://www.3rvs.com/festival-tour>

FUNDING RIDES



## SIZZLING CENTURY

AUGUST 21, 2021

Over 30 years old and still rolling, 2021 marks the 36th annual Sizzling Century ride! Setting out from Kokomo, multiple routes are available including a full century tour. Take advantage of the best road conditions for the year on routes that cover gently rolling Indiana hills along lightly traveled roads and wooded creeks between farmland, and through some of the small towns of Howard County. All routes have full-service SAG stops featuring great food and homemade treats.

Riders will receive a finisher medal including special editions for riders completing their first century, cyclists completing the 100 mile route, and sub-5-hour century finishers!

More information available at: <https://breakaway.club/events/sizzling-century>



## CRANE CRUISE

OCTOBER 9, 2021

The ride will begin and conclude at the Medaryville Fire station, touring along the paved back roads of rural Pulaski and Jasper counties, past fields of feeding Sandhill Cranes. Ride lengths will vary from 14 miles to 50 miles. Lunch will be served at the Medaryville Fire Station for all riders. Our rides features well-stocked SAG stops with various fruits and homemade snacks.

Following the ride at dusk, the star attractions appear: thousands of noisy sandhill cranes returning from their feeding activities to their nightly resting grounds at the Jasper-Pulaski Fish and Wildlife Refuge. Be sure to bring your binoculars for this truly awe-inspiring spectacle.

More information available at: <http://www.cranecruise.com/ride-details>



## THE POLAR BEAR RIDE

JANUARY 1, 2022

Some people would call you crazy if you told them you were going to Kokomo for a 25-mile bike ride on January 1. Others would call you a polar bear! This New Year's Day bicycle ride is the highlight of mid-winter since 1970. This is a Rain/Shine/Snow/Freeze event! If you don't feel like riding, come enjoy the friends, food and roaring fire. Start the year off right!

More information available at: <https://breakaway.club/events/polar-bear-ride>





# BROWN COUNTY STATE PARK

## THE CROWN JEWEL OF INDIANA MOUNTAIN BIKING, BROWN COUNTY STATE PARK OFFERS A LITTLE BIT OF EVERYTHING FOR HOOSIER RIDERS

When you think of spectacular mountain biking, Indiana doesn't immediately spring to mind. So years ago, when the International Mountain Bicycling Association decided to bestow Epic status on Brown County State Park in the southern half of the state, a lot of people out west were left scratching their head. But folks who ride these trails on a regular basis had their own question, namely, "What took so long?"

Brown County might not have Colorado's marathon climbs, Utah's spectacular slick rock, or British Columbia's super-technical trails, but it has a little bit of everything and makes the absolute most of it. Starting at the North Gate parking area, riders drop into 30 miles of pure singletrack heaven.

Others enjoy the multitude of rock gardens on Hesitation Point, leading up to its classic scenic viewing area. Still others prefer the newer Hobbs Hollow, with its 5 miles of nearly nonstop berms, tabletops, and jumps. Old-school riders love the Ten O'Clock Line trail that takes riders into Yellowwood State Forest, where the trails take on a more rugged, backcountry feel.

Most local riders have a love/hate relationship with Schooner Trace's rocky, rooty, off-camber singletrack. Riders often give each other tips on how to clear various obstacles on this Black Diamond rated trail. But the technical aspects and difficulty here are one of the great parts about Brown County: there is a wide range of ride types available across the 100+ miles of interconnected trails in and around the park.

Ironically, one of the biggest problems most riders have while riding Brown County is actually the park's claim to fame, its immense natural beauty. Pedaling down the picturesque valleys, under the canopy of gorgeous yellowwood and tulip trees, you're tempted to relax and take in the scenery ... until you're suddenly jerked back to reality by yet another tight switchback or stream crossing.

Although most people think of Indiana as pancake-flat, this part of the state is far from it. Back in 1987, the Pan-Am Games' road cycling course rolled through the state park and surrounding countryside. Legend has it, the day before



*Hesitation Point is well known for its stunning views after a meandering climb*

the race, dozens of panicked, ill-prepared riders began showing up at every bike shop within 70 miles, asking for "more gears." The park itself only has about 400 feet of elevation change, but you're going up and down so often over the course of the day, you might feel like you conquered a mountain!

Brown County's always been popular with visitors, so it's not surprising that developing the trail system has added a whole new user group who are going to the park. After volunteers built the first trail in Brown County State Park in 2004, park attendance increased substantially almost immediately. These trails are still maintained by a group of volunteers who work to keep the trails in good shape. As the miles of trails continues to increase, so does the number of annual visitors, helping to support neighboring Nashville, IN.



Now designated an IMBA Ride Center, there's virtually a trail or three for every type of rider. Some riders prefer the fast and fun Green Valley, where the climbs are relatively short and punchy, and there's always the immediate reward of a fun, fast descent. It's not too technical, but it's laid out with a few surprises to keep you on your toes.

**What got you involved in bicycles?**

Kate started BMX racing as a kid and quickly moved to mountain biking. She has raced cross country, XTERRA, adventure racing, 24 hours and 12 hours. Today, we love participating in local races like the Death March. We're both professional mountain-bike instructors and guides, involved in festivals and bike camps across the US and Canada.

**What do people not realize about biking in Brown County?**

Brown County is an IMBA Epic Trail system with over 28 miles in the park. You can ride from the park into Yellowwood State Forest and Hoosier National Forest where you can link in over 125 miles of single track. What makes it special? The beauty here, the elevation, the design of the trails. HMBA has done amazing job here and people enjoy it in the community and others travel for the experience. We see over 3 million visitors a year.

**What's your favorite place to ride locally and why?**

I love the park during riding season. Hobbs Hollow and Weed Patch are world-class flow trails. We have something for everyone and all skill levels. In the winter, I tend to ride Hoosier National Forest where we have so much gravel, multi-use trails. There are endless adventures to explore.

**What is the biggest problem facing your local cycling community?**

I would say connectivity: we love riding trails and road, but some families are not comfortable on the road. We're working to complete the Salt Creek Trail, which will connect downtown Nashville to the state park and eventually link in Deer Run Park. We're very excited for that and creating more bike lanes on the roads, making our area safer and more friendly to road cyclists. You would be able to safely ride from town to the park as well as many of the hotels, restaurants, shops and the Brown County Music Center.

**What are you doing to help grow the local cycling community?**

We offer road/gravel routes, group rides in and outside the trail. Right now, we're doing a lot of virtual educational programming and virtual rides for discounts in the shop. We look forward to in person rides and events as we work through COVID. Kate is also the team director and head coach for the Brown County Eagles composite NICA mountain bike team which just completed their second season. It's important to build community, educate and advocate for cycling and healthy communities.



*Danielle and Kate are making Brown County Bikes more than just a bike shop, but a community hub, and with frequent group rides and even offering bike rentals; they're helping more people experience cycling in Brown County.*





# Cycling Education.

Bicycle riders will glance over the shoulder before accelerating and changing lanes to advance forward. That is exactly what the education committee members of Bicycle Indiana are doing in 2021, metaphorically.

The *glance over the shoulder* is looking at early 2020 when the entire board sat down through the magic of Zoom and created a strategic plan for 2020-2024. After months of meetings the education committee's first step was creating a focus point for our activities. Our aim is to be the leaders in educating Indiana bicycle riders and the general public about all aspects of biking. This includes safety while riding, advising of the legislative bills that being considered, and even providing education for automobile drivers about how bicycle riders use the road.

*Acceleration* began with the first online presentation of "Bicycle Friendly Drivers" to a small group. You can find out more about this program on the Bicycle Indiana website, [www.bicycleindiana.org](http://www.bicycleindiana.org) under the *Get Informed* tab for any interested businesses, organizations or small groups.

*We're changing lanes*, too. The committee is working to redesign our popular "Bicycle Laws in Indiana" cards to make them easier to understand for everyone. Pocket-sized and easy to carry, these have been a staple for bicycle riders. The committee recognized that though the law code is very descriptive, it is also difficult to decipher. Therefore, the new cards will be printed in easy to understand language,

and updated to include the 3-foot passing law and e-bike regulations.

*We're advancing forward.* Our Bike Smart literature includes the law cards as well as: the *Share the Road Brochure* - a trifold with safety information for adults on the road; *Bicycling Is Fun* - a trifold developed for younger riders that provides information on how to ride safely; *Bicycling for Fun & Safety Coloring Book* - which is a very popular education piece, meant for the young and the young at heart, is written & illustrated by local advocate, Tom McCain; and *Safe Cycling in Indiana* - a booklet full of great information for riders of all ages and abilities. Perfect for both classroom learning and at home. All of our educational literature, except the *Safe Cycling in Indiana* booklet, will be translated and printed in 4 additional languages other than the current English option.

Translations are made possible by a grant from the CIBA Foundation. Their generous support will help cover the cost of translation, and printing the revised "Bicycle Laws in Indiana" cards and the other translated Bike Smart literature. This project is one way Bicycle Indiana is focusing on equity, diversity, and inclusion in bicycling in Indiana.

There are additional projects ahead that will keep the education committee rolling with excitement. Please keep checking back on the Bicycle Indiana website for interesting articles, videos and stories that will be both educating and empowering for bicycle riders of all genres.



## Help us keep people on bikes!

During 2020, thousands of Hoosiers flocked to one of the most basic forms of mobility, the bicycle, and the CIBA Foundation was there to help. As our grant recipients looked for new adaptations, they said our grants:

*"... enabled us to connect with the people we serve."*

*"... (have) been a godsend!"*

*"... (helped) us live out our mission..."*

*"... played a huge role in the launch of our (program)."*

*"... helped us purchase start up supplies."*

**The point is, biking is popular again.** People of all ages are using bikes for exercise, commuting and a fun way for families to socially distance outdoors. The CIBA Foundation's mission — promoting bicycling for all ages with an emphasis on safety — is more critical than ever as rookies and experienced riders hit the roads in record numbers.

**Please consider a donation to the CIBA Foundation!**

Your generosity helps *keep* people on bicycles.

[www.cibafoundation.org](http://www.cibafoundation.org)



# Infrastructure is on the Mind

The Senate will eventually be voting this year on major investments in the transportation infrastructure of the entire country. And newly appointed Transportation Secretary Pete will hopefully leading the push.

The plan is wider ranging than just highways and bridges, and it is not the only major legislative act that we're keeping an eye on (more on that in a bit). But the benefits of what could be a \$2 trillion investment in the roads, railways and ports (in addition to electrical grids and broadband nationwide) are immeasurable. It is difficult to get people to think about improving the things they use every day that feel like they work just fine, but we have had enough examples in recent years to know that there are peoples' lives at stake. The blackouts caused by a winter storm across Texas, rolling blackouts and raging wildfires in California, water shortages across the Southwest... There is evidence that changes need to be made to keep people safe, and with the general upheaval brought on by the Covid-19 pandemic, we're recognizing that change is urgently needed to ensure safety for bicyclists and other roadway users.

So here's where it gets tricky. Yes, the big money bill is a big deal, and if it succeeds, there's the potential to create the kind of generational infrastructure that leads to booms like those of the 1970s and 80s. But there are a few lesser known (might be unfair, let's say "less popularized or talked about") things currently working their way through the gears of American government that need some attention, which could lead to safer streets where you ride.

One of the first, and potentially most influential, is the opportunity to update the Manual of Uniform Traffic Control Devices (MUTCD). It is the guide, published by the Federal Highway Administration (FHWA), that sets standards for things like crosswalks, traffic signals,

speed limits, and more. But it woefully ignores the needs of people other than the drivers of automobiles. This document has not been updated since 2009, even though updates were meant to happen every five years.

It sounds like a simple ask, but pushing regulatory agencies to recognize that roads need to take into account their immediate vicinity rather than all fit to a certain national standard is an ongoing struggle. The MUTCD as it stands focuses on improving motor vehicle access and speeds, rather than the safety of all road users. The kind of things currently in the guide include regulations that crosswalks and traffic signals are not warranted at intersections crossed by less than 93 pedestrians an hour, unless there are five pedestrians struck by drives in a single location in a single year. This kind of regulation is blatantly ignoring the safety of people who interact with roads without the protection of a three-ton automobile. The wider guidance provided by a more updated and equitable MUTCD would improve safety for bicyclists and other Vulnerable Road Users.

How can we truly define safe? The SAFE (Safe And Friendly for the Environment) Streets Act (H.R. 508) is a potential plan that would measure a state's safety in regard to traffic fatalities and require states to fix problem points. A state by state ranking based on Vulnerable Road User fatalities and serious injuries per capital would help guide the regulatory agencies on what locations need work, and help guide efforts to make changes to help prevent future deaths. The reason this is important is that the tools used currently have blind spots, they only focus on fatality hot spots, which while effective for curbing automobile deaths, does not consider the fact that in many places, cycling anywhere else along a given stretch is dangerous, so it's the corridors itself which is dangerous.

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So what can you do? Use the QR code (or link) to the right and let us know your thoughts. At that form, we've laid out a few questions about what you think are important about your roads and transportation in our state and country. We need voices behind our push to state and federal legislators to make choices that truly benefit their constituents.

To quote our Indiana born and raised Secretary of Transportation Pete Buttigieg, "You should not have to own a car to prosper in this country, no matter what kind of community you're living in."

Let's voice our support for these changes, and make that vision become a reality.



<https://forms.gle/s9iAZYuByqeWnP628>





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